

Indiana Bike Trails Task Force Bicycle Safety Subcommittee Update

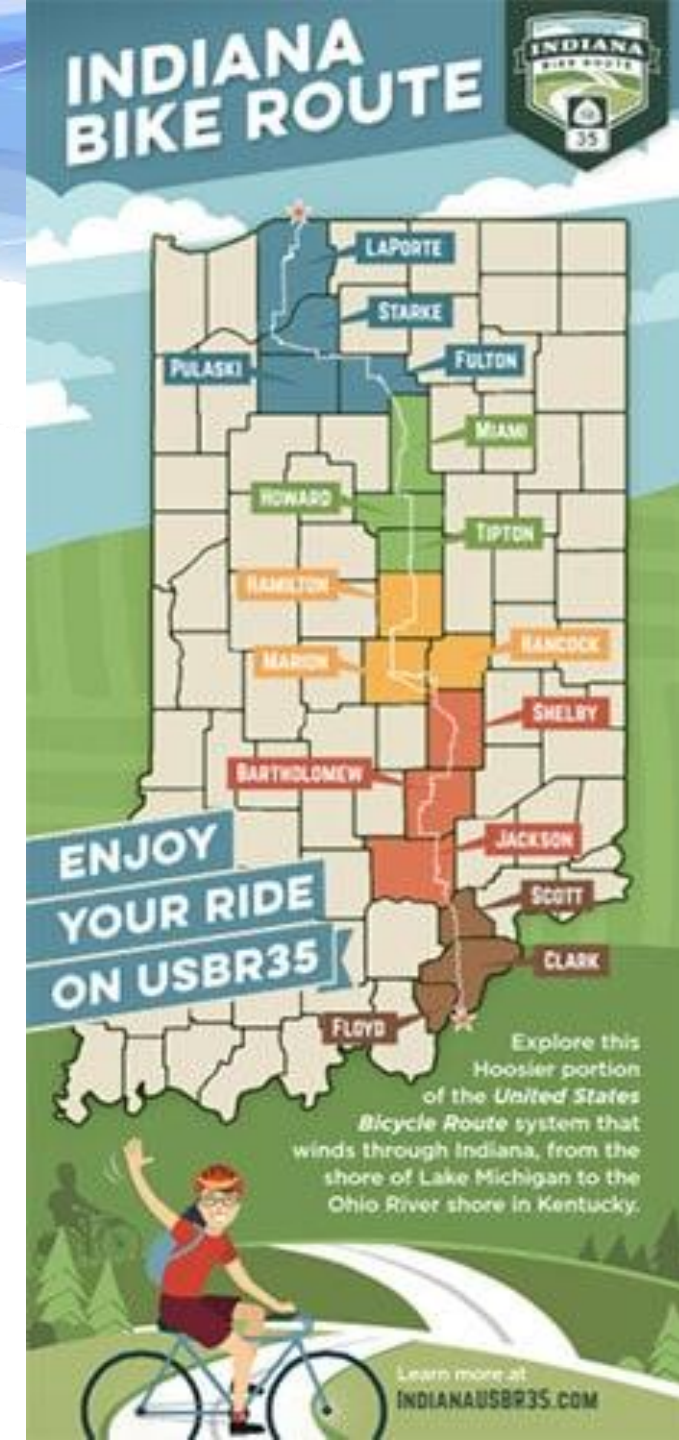
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Healthy Communities Planner



Indiana State
Department of Health
Division of Nutrition
and Physical Activity

Bicycle Safety Subcommittee Deliverables

1. Summary of Existing State and Local Bicycle Regulations
2. Summary of Indiana Bicycle Crash Statistics
3. Indiana Bicycle Advocacy Group Safety Issues/Recommendations
4. National Bicycle Safety Issues/Recommendations



Existing Indiana State Code Bicycle Regulations IC 9-21

- A bicyclist on the roadway has the same rights and duties as a motorist
- May ride a maximum of two abreast on roadways
- Bells no longer required, but may not use a siren or whistle on a bike
- Requires a white light on the front and a red light or reflector on the rear of a bike at night
- A bike must have brakes
- Local communities may require registration of bikes
- Bicyclists may proceed through a red light after waiting for 120 seconds, treating it as a stop sign



Existing Locally Adopted Bicycle Regulations

- Local safe passing laws
- Bicycle bans in downtown districts
- Bike riding on sidewalks is prohibited in some communities (both community wide and in specific districts)
- Biking to school is not allowed in many schools
- Local Complete Streets Policies (1/2 of the Indiana population is covered by local policies)
- At least one Indiana community passed a side path law that limits riding in the road when an adjacent sidepath exists
- Bicycle registration and licensing
- Bike speed limits on multi-use paths
- Time of day use restrictions on multi-use paths



City of Logansport

2012 Report by Bicycle Indiana and Indiana Criminal Justice Institute

- Bicyclists involved in collisions are at greater risk of serious injury than motorists
- .5% ave. annual increase in injuries 2006-2010
- 7.4% ave. annual decrease in fatalities 2006-2010
- Younger bicyclists had higher percentage of injuries and fatalities (8-20 years old)
- Bicyclists were 17 times more likely to be killed in hit-and-run crashes than vehicle occupants
- Bicyclists were 80 times more likely to be killed in distracted driving collisions than vehicle occupants
- The overall rate of bicycle collisions were higher in urban locales
- The rate of serious injury bicycle collisions were higher in rural and suburban areas
- Counties with large universities and large Amish populations had the highest rates of bicycle collisions
- Bicycle collisions tend to cluster around existing bicycle paths in urban areas, especially near high-traffic areas.



In 2010, 1,045 bicycles were involved in Indiana motor vehicle collisions, a 7 percent increase from 2009 (975). Approximately 9 percent of these individuals experienced serious or life threatening injuries, with 14 suffering fatal injuries and 61 suffering incapacitating injuries (Table 1). Each year, in partnership with the Indiana Criminal Justice Institute, the Center for Criminal Justice Research (CCJR) produces a series of traffic safety reports for Indiana. These reports discuss various aspects of traffic collisions, including alcohol-related crashes, high and large trucks, dangerous driving, child passenger safety, motorcycles, occupant protection, and young drivers. During the winter of 2011, Bicycle Indiana requested the assistance of CCJR in analyzing Indiana collisions involving bicycles. This fact sheet summarizes data trends at the national, state, and local levels on traffic collisions involving bicycles between 2006 and 2010. Indiana data were extracted from the Indiana State Police Automated Reporting Information Exchange System (ARIIS), as of March 1, 2011.

OVERVIEW

The National Highway Traffic Safety Administration (NHTSA) reports that, nationally, in 2009, 51,000 bicycles were injured in motor vehicle collisions. Bicyclists killed in 2009 traffic collisions (630) represented slightly less than 2 percent of the 33,808 traffic fatalities in the United States.

Table 1 shows that, between 2006 and 2010, bicyclists represented

1.3 percent of Indiana traffic fatalities. While the number of Indiana bicycle fatalities resulting from Indiana collisions increased between 2009 (7) and 2010 (14), the number of Indiana bicycle fatalities decreased 7.4 percent annually on average between 2006 and 2010.

Since 2006, non-motorists (pedestrians and bicyclists) represented only 1 percent of all individuals involved in Indiana traffic collisions and 9.4 percent of all Indiana traffic fatalities. Figure 2 illustrates the percent of individuals killed or injured in collisions by person type between 2006 and 2010. Among bicyclists involved in collisions in 2010, 1.6 percent were killed and 9.3 percent suffered an incapacitating injury.

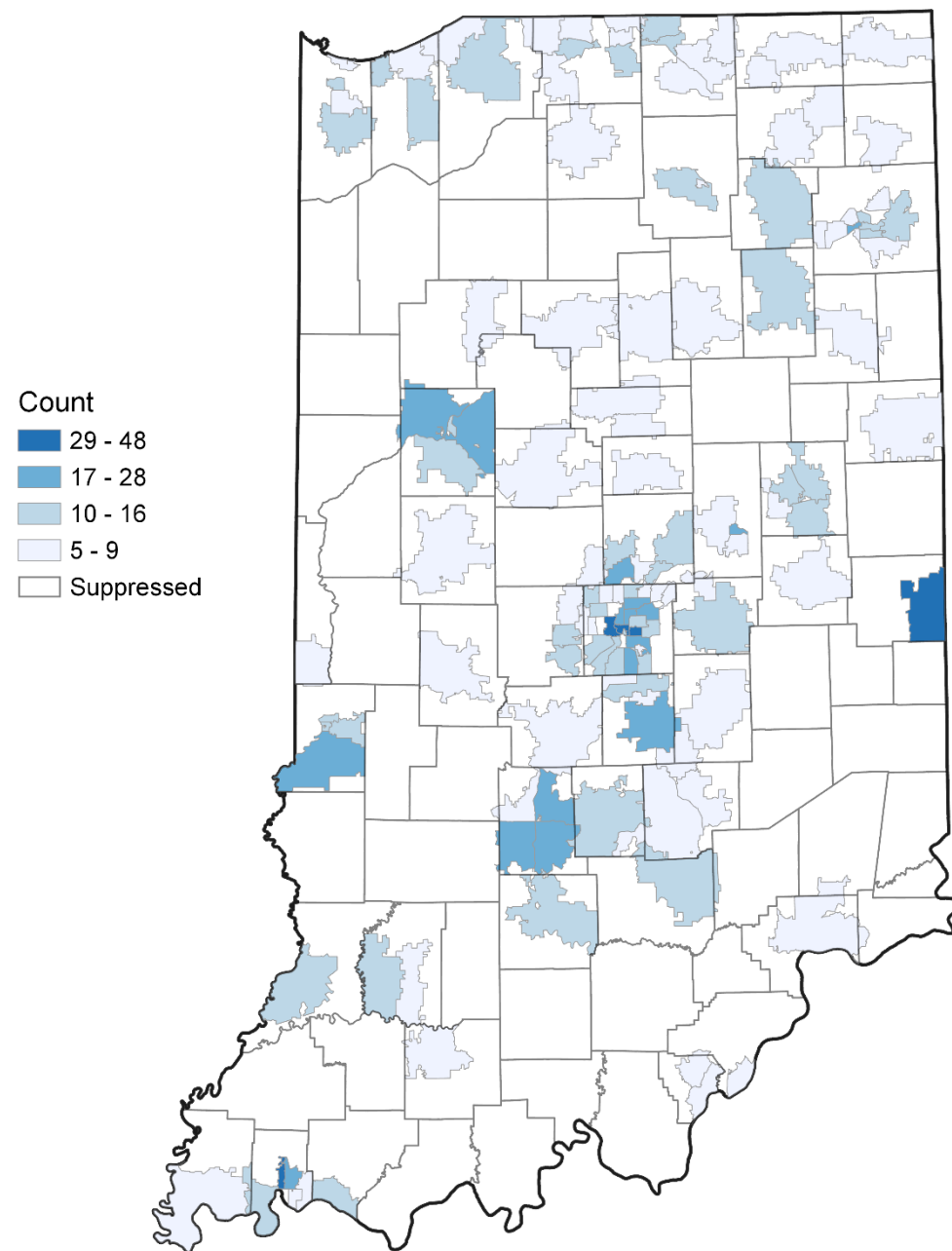
Table 1. Injury status among bicyclists involved in Indiana collisions, 2006-2010

Bicyclist injuries	2006	2007	2008	2009	2010	Total	% change (09-'10)	Average annual % change (06-'10)
All bicyclists	1,024	1,170	1,100	975	1,045	5,314	7.2%	0.5%
Fatalities	19	13	16	7	14	69	100.0%	-7.4%
Incapacitating injuries	89	84	66	64	81	384	26.6%	-2.3%
Non-incapacitating injuries	763	875	809	739	768	3,954	3.9%	0.2%
Other injuries	14	24	20	9	12	79	33.3%	-3.8%
Not injured	139	174	189	156	170	828	9.0%	5.2%
% Fatal	1.9%	1.1%	1.5%	0.7%	1.3%	1.3%	na	na

Source: Indiana State Police

Indiana Bicycle Crashes 2009-2016 by Zip Code

- 77% of crashes were male
- 39% of crashes were 0-18 years old
- 18% of the crashes were Hispanic or Latino, yet they only represent 6.5% of Indiana's population

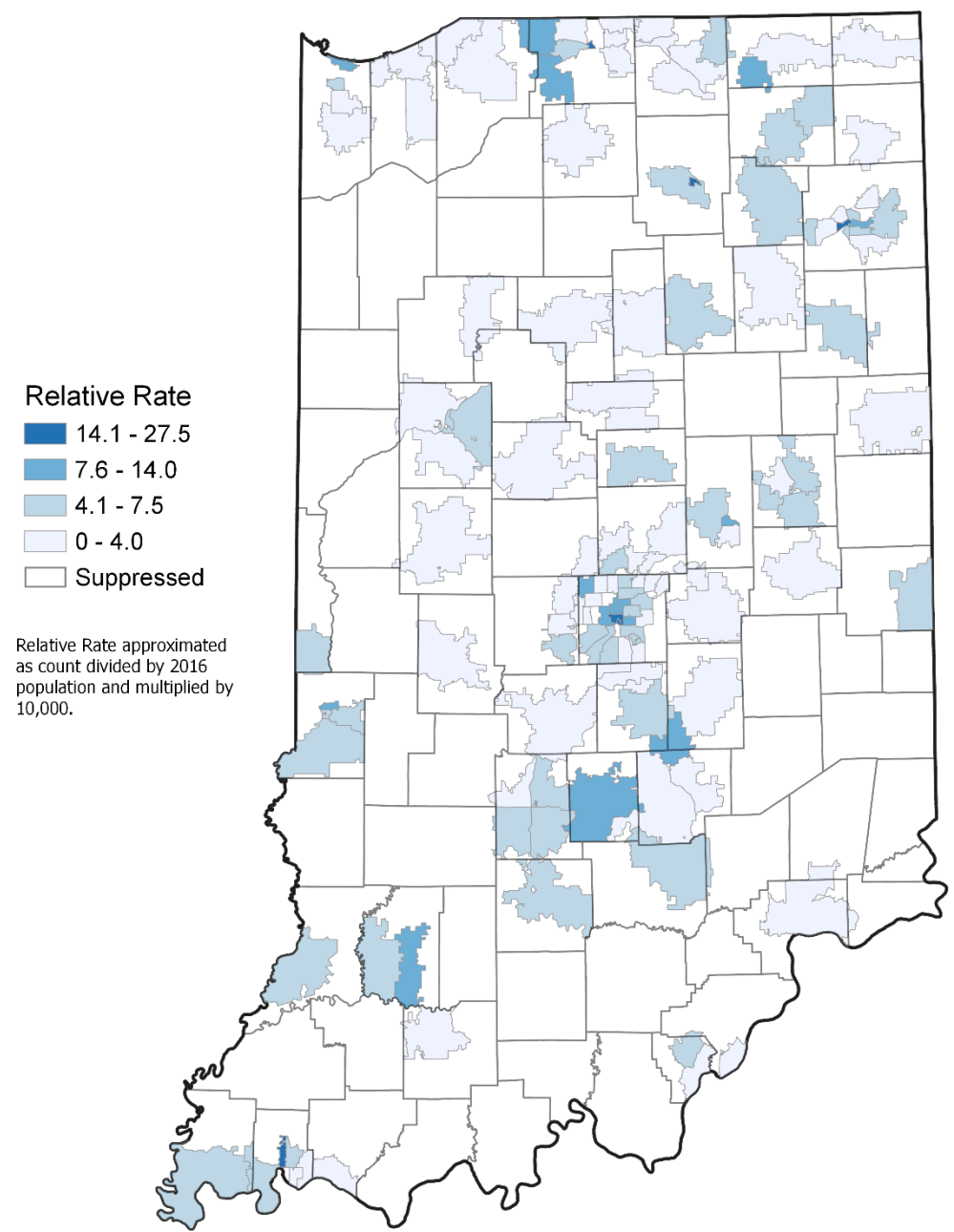




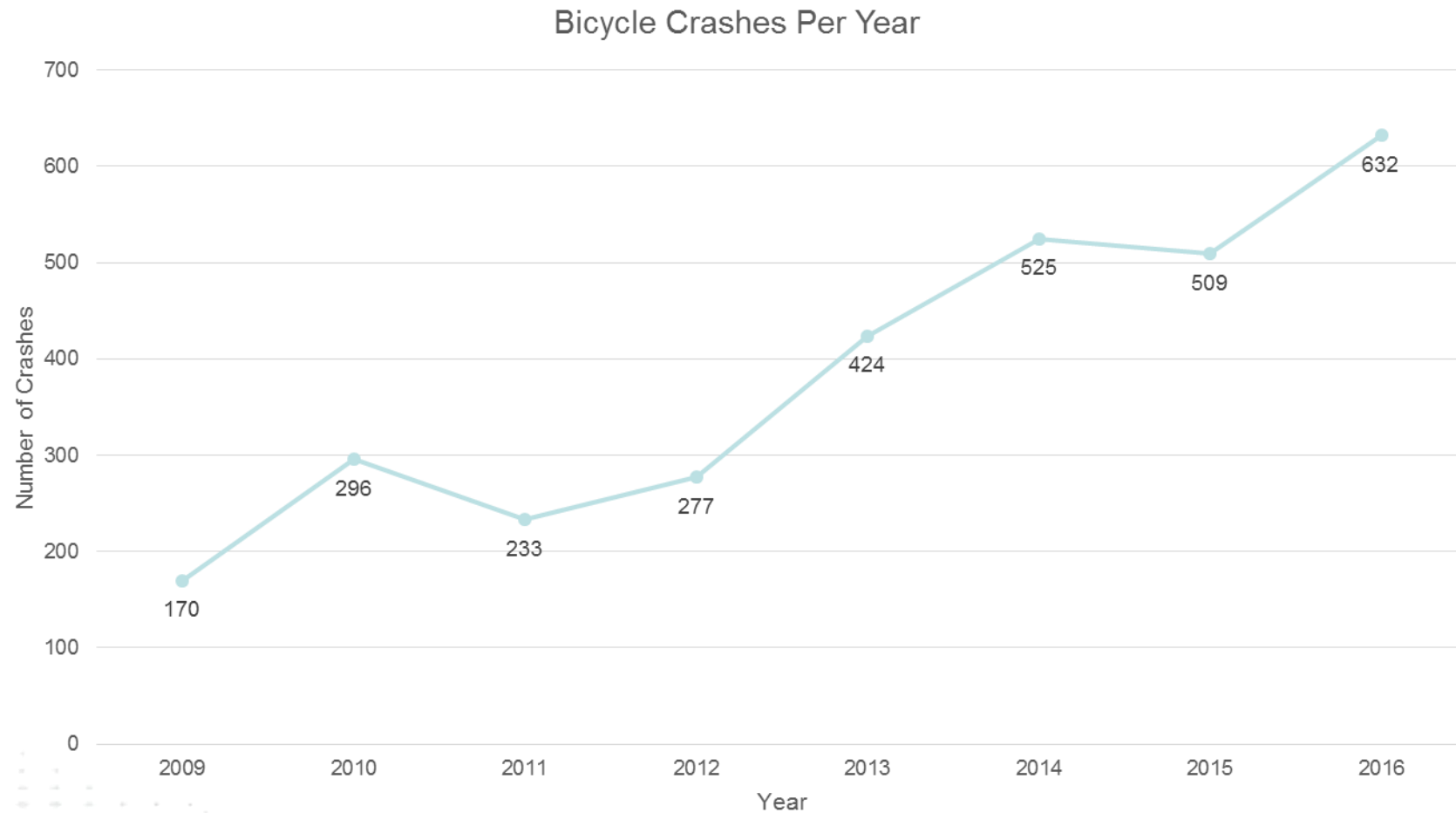
Indiana Bicycle Crash Rate 2009-2016

(based on 2016 population)

- A higher relative rate of bicycle crashes per person in a zip code may be an indicator of a higher number of crashes in areas visited by non-resident bicyclists, such as recreation areas.



Indiana Bicycle Crashes per Year 2009-2016



Bicycle Indiana's Safety Issues/Recommendations

Recommendations from Bicycle Indiana, a Statewide Bicycle Advocacy Group:

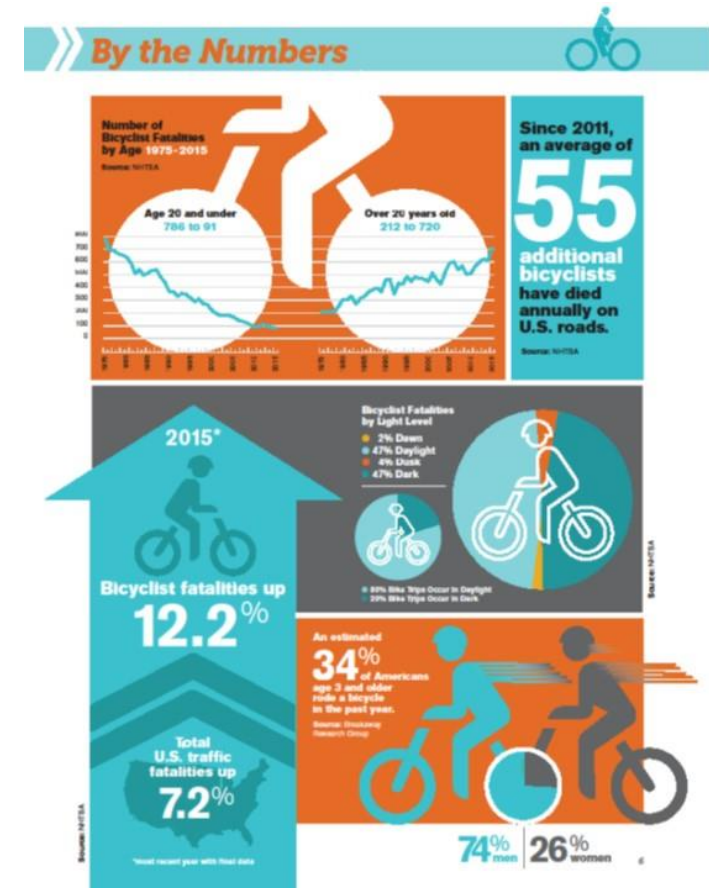
- Adopt a state law that prohibits opening a car door in the path of a bicyclist
- Adopt a statewide safe passing law (3-foot passing requirement)
- Adopt a statewide complete streets law (and push for stronger implementation of the INDOT internal policy)
- Clarify e-bike laws in state statute
- Provide bicycle safety education in elementary and middle schools
- Provide regular tracking and updating of bike crash data statewide
- Increase awareness of bikeway design best practices



Governor's Highway Safety Assoc.

2017 Safety Issues

- Bicycle fatalities have been rising in the United States since 2010
- Adults, rather than children are now more likely to die in crashes with vehicles (male cyclists are most at risk)
- 70% of fatal bike crashes are in urban areas, 72% do not occur at an intersection
- Alcohol is a significant factor in fatal bike crashes (similar to motor vehicles)



Governor's Highway Safety Assoc. 2017 Safety Recommendations

- Engineering, education and enforcement is needed to make gains in bicyclist safety
- Work with law enforcement to get better crash data
- Analyze up-to-date crash data to identify trends
- Create partnerships between businesses, communities and bike advocates to promote bike safety
- Educate the public and hospitality industry of the dangers of impaired cycling
- Poll bicyclists about their education and training needs
- Leverage national safety training materials and programs
- Apply for safety-related grants
- Expand Safe Routes to School activities and programs
- Establish a dedicated funding source for bicycle safety initiatives



This report was made possible by a grant from



A Right to the Road
*Understanding & Addressing
Bicyclist Safety*



Governor's Highway Safety Assoc. 2017 Safety Recommendations

- Promote law enforcement's use of proven technology for enforce safe passing laws
- Follow safe bikeway design standards
- Educate all bicyclists about the proven benefits of helmets
- Clarify state laws to address bicycling while impaired
- Allow communities to reduce speed limits or establish slow zones in high risk areas for bicycling
- Allow the use of automated enforcement to deter speeding and red light running
- Expand distracted driver initiatives to include both bicyclists and motorists
- Develop and enforce e-bike policies
- Couple new bikeway infrastructure with education and enforcement strategies



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Governor's Highway Safety Assoc. 2017 Safety Recommendations

- Educate bicyclists and motorists about intersection safety
- Educate policy makers about Complete Streets policies
- Develop and deliver bicyclist safety training to law enforcement
- Partner with bicycling and community groups prior to conducting enforcement activities
- Conduct high visibility enforcement coupled with public outreach on high bicycle crash corridors
- Offer ticket diversion programs for bicyclists and motorists
- Review driver license exams for bicyclist safety information (include the Dutch reach in manuals)
- Provide bicyclist safety training to driver education professionals
- Include on-bike and on-road training in bike education programs

